

**TAXI**  
**GLOBE**



**WARNERS**  
GROUP PUBLICATIONS P.C  
West Street, Bourne,  
Lincolnshire PE10 9PH

#### EDITORIAL

Editor: S. Goodwin  
Tel: 01707 885439  
Fax: 01707 696034

E-mail: [taxiglobeeditor@warnersgroup.co.uk](mailto:taxiglobeeditor@warnersgroup.co.uk)

#### DISPLAY & CLASSIFIED ADVERTISING

Sarah Hubbard  
Advertising Manager  
Tel: 01778 392048  
Fax: 01778 392079

E-mail: [sarahh@warnersgroup.co.uk](mailto:sarahh@warnersgroup.co.uk)

#### PUBLISHER

Jackie Green

#### DISTRIBUTION

DND Transport Services Ltd.  
Tel 01707 272305

#### PRINTERS

Cumbrian Newsprint, Cumbria

#### PRODUCTION

Zone 1 Media LLP  
Tel: 01462 491134  
Fax: 01462 491137

E-mail: [pauline@zone1media.co.uk](mailto:pauline@zone1media.co.uk)

#### ACCOUNTS & CREDIT CONTROL

Caroline Harris  
Tel: 01778 391023

#### SUBSCRIPTIONS

To ensure you get a copy of Taxi Globe for 12 months, please send a cheque or postal order, made payable to Warners Group Publication, for £20 inclusive of VAT and post and packing in the UK to:  
Taxi Globe Subscriptions,  
West Street, Bourne,  
Lincolnshire PE10 9PH

Taxi Globe has been carefully prepared, but articles are published without the responsibility on the part of the publishers or authors for loss occasioned to any person acting or refraining from action as a result of any view, information or advice included therein. The publishers accept no responsibility for the views or opinions expressed by contributors. Articles published in Taxi Globe do not necessarily reflect the opinions of the publishers, nor can the publishers or authors accept any responsibility for any claims made by the advertisers.

## A RECIPE FOR DISASTER

*By John Kennedy*

Well time to wake up ladies and gentlemen because this trade is in trouble. For far too long we have sat back and allowed those who govern or manage this industry a free reign in the hope and maybe past knowledge that everything would be ok because those kind civil servants loved a cheeky slightly over opinionated cabby, well those days are well and truly over and it is time for this industry to pull its socks up and get real.

Let us take stock where we are as a trade, we have three main driver organisations, sorry four the RMT have just set up a branch, three radio circuits (all booking car services), a vehicle manufacturer who is seeking a bailout like the rest of the automotive industry, a new vehicle that looks ok but is still well overpriced, plus a licensing authority interpreting the 1998 private hire act in such a fashion that we now have lines of illegally ranked mini-cabs parked outside nearly every venue in London. Now just to put the gloom into doom or the icing on the cake we have a recession and if you thought I forgot the cherry well you were mistaken there is a bill before parliament which is seeking to create a voluntary registration scheme for pedicabs/rickshaws which will include parking (ranking) bays.

Now the recession was always going to reduce our incomes and this was always going to have a adverse effect on the balance sheet of LTI's parent company Manganese Bronze, however more worrying is the actions of the licensing authority for they have greatly reduced the amount of night work available to taxi-cab drivers and this again will compound the sad state of affairs at LTI by reducing further driver income and therefore the opportunity to purchase or rent a new taxi-cab. Now to make matters worse at the beginning of one of the worse recessions most of us will ever see we have legislation passing through parliament which wishes to create a registration scheme for pedicabs/rickshaws to do the work of London taxi-cabs. If clause 34, sections 2-9 of the London Local Authorities and Transport for London (no.2) Bill makes it through parliament you and I will be sitting behind a pedicab/rickshaw very soon.

Now I am still just about on the side of this present Mayor Boris Johnson, for this latest bill before parliament was placed and designed under Livingstone's watch but I would like this present Mayor to maybe consider the impact that the policies of transport for London and this bill will have on our standard of living, for I will not sit back and watch my industry torn apart by people with other political motives. The time is fast approaching for Ltcpr to get into the mix and ensure we the working taxi-cab driver gets his or her slice of the cake, we maybe be small in numbers right now but we are growing by the day and our voice is far and wide and certainly louder with a clearer concise message than most, we shall never give up the struggle and will always seek to improve the working conditions of the London taxi-cab driver, others sit at tables and stay silent when then should be speaking out on your behalf ask yourself and maybe your association why.

Now we have just had one of the most successful trade demonstrations since the seventies yet it took nearly two weeks to attend talks afterwards because of the actions of one group (and before you even say it, it wasn't the LCDC delaying talks.), but did we actually need talks or a demonstration surely if we are right and justice is to prevail we should seek judicial review of the actions of transport for London, for mini-cabs are ranking up all over capital and the enforcement/compliance team does not exist in large enough numbers to control the illegal practices of mini-cabs within the capital. This problem will not go away and we at Ltcpr will continue to bring pressure on those in authority until the law of this land is enacted in a sensible but firm fashion.

Hopefully over the next couple of months most of you will meet me on a rank or maybe even at a meeting, you may even have heard me on the Big George show on bbc London 94.9 fm or you can log onto [www.ltcpr.blogspot.com](http://www.ltcpr.blogspot.com) and come join the internet revolution...Ltcpr "a different approach".

John Kennedy founder of London taxi-cab public relations.

## CUTTING BUS NUMBERS IN OXFORD STREET

In a discussion paper sent to TfL, The New West End Company has told the London Assembly's Transport Committee of plans to reduce the number of buses on Oxford Street by a third. Taxi drivers see every day how many buses on Oxford Street have few passengers on them. Higher levels of congestion means pollution levels rise and also make it difficult to cross the shopping street.

The Business Improvement District body NWECC, says every weekday there are an average of 187 buses an hour (east and westbound) passing through Oxford Street, with 251 passing Selfridges. According to NWECC, 41% of these buses carry less than 10 passengers so they want a new strategic review into bus route planning

to look at ways to reduce, divert or curtail bus movements, and examine bus termination and interchange arrangements in central London.

"London's West End should be enjoyed not endured," said New West End Company Chairman Dame Judith Mayhew Jonas. "We want to work with Transport for London and Westminster City Council to create an environment where the pedestrian is the priority and call on a 33% reduction in bus services. We are not seeking complete pedestrianisation, as this is not feasible, but a suite of transport options appropriate for visitors, residents and shoppers. The objective should not be to divert routes away from Oxford Street to neighbouring streets rather it should be

to reduce the overall number of routes serving Oxford Street and Regent Street."



**GLOBE**

Website: [www.taxiglobe.info](http://www.taxiglobe.info) – To advertise in the most independent newspaper – Telephone – 01778 392048 Editorial – 01707 885439